OLYMPIC GAMES

STOCKHOLM 1912

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STOCKHOLM 1912

(JUNE 29th—JULY 22nd)

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CENTRALTRYCKERIET, STOCKHOLM 1912.

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Telephones: "Riks" 1000, "Allmänna" 900.
Postal Address: OLYMPISKA SPELEN, Stockholm.
Telegraphic Address: OLYMPIADEN, Stockholm.

The Stadium at Stockholm.

THE WORK OF THE INTERNATIONAL OLYMPIC COMMITTEE.

At my request and in agreement with the plan I had placed before the International Congress, which was assembled at the Palais de la Sorbonne in Paris, it was determined on the 23rd June 1894 to revive the Olympic Games, and resolved that they should be held every fourth year in one or other of the great capitals of the world. In order to superintend and develop the duties of the institution a permanent International Olympic Committee was appointed, with power to fill any vacancies that might arise in the course of time, so as thereby to be independent of organizations already existing, and their rivalry. This was in pursuance of endeavours long thought of and long prepared. I have elsewhere explained the reasons why I considered such a revival of the Olympic Games in a modern form to be of advantage for athletics — too many injurious and unprincipled elements threatened to annihilate true sportmanship; the Olympic Games were the necessary remedy.

The International Olympic Committee has not betrayed the great task with which it was entrusted. Every year has given it increased reputation and increased strength, and by its efforts there have been celebrated the five first Olympiads (Athens 1896, Paris 1900, St. Louis 1904, London 1908, Stockholm 1912), under conditions which have often been difficult but which have

been overcome in a most brilliant manner. It has met every year in different countries under the patronage of the rulers of those lands, and has been received in a most flattering way by the authorities. It has been an element of peace and union for rival associations which were very often hostile to each other.

The Committee has at present 45 members belonging to 31 different countries. Five of the founders still remain at their post; besides myself these are Professor W. M. Sloane (United States of America), Colonel V. G. Balck (Sweden), E. Callot (France), and Dr Iiri Guth (Bohemia). Amongst those whom death has taken from our midst, General von der Asseburg (Germany) and Sir Howard Vincent (England) live in immortal memory. I salute them when I call to mind these names which are so dear to us.

As was said above, the International Olympic Committee is a permanent one and renews itself in such a way that there is at least one member, sometimes even 3 or 4, for every land that is represented. The number of the countries that can be represented is unrestricted. The members are regarded as the delegates of the International Olympic Committee to the sporting and athletic associations in the respective countries. They are not allowed to be entrusted by these associations with any commission calculated to bind them more than as individual members of the Committee or that can influence their independence in voting. They are chosen for an unlimited period.

The task of the International Olympic Committee is not only to secure the regular celebration of the Games, but also to form plans, or to organize all the measures, which may serve to increase the reputation of athletics and to lead them along the desired paths. With this purpose in mind congresses have been held at Hâvre (1897), Brussels (1905), Paris (1906). The Congress at Hâvre at which the President of the French Republic was present, discussed questions concerning hygiene, morals and athletic pedagogics. The Congress at Brussels, which was held under the patronage of King Leopold II, treated the question of athletic technics. The Congress of 1906 renewed the bands existing between art, literature and sport. On this occasion the important resolution was passed that to every future programme of the Olympic Games there should be added 5 competitions, viz. in architecture, painting, music, sculpture and literature. These competitions are open to works that have not previously been made public and which have been directly inspired by sports. In 1911 the International Olympic Committee discussed the plan of a "Modern Olympiad" and for this purpose has arranged a competition in which the architects Messrs. Monod and Laverrière of Lausanne were the victors.

It is in Lausanne, too, that a new congress is to be held in 1913; on this occasion it will be scientific in character and will be devoted to the study of questions in the domains of physiology and athletic psychology. Finally, the International Olympic Committee has determined to celebrate the 20-years' anniversary of the revival of the Olympic Games by a congress in Paris in 1914, to which delegates from all the national Olympic Committees will be called for the purpose of drawing up fixed and definite rules for the celebration of the Olympiads. This grand memorial celebration will precede the holding of the sixth Olympiad, and will be a worthy completion of the immense work which the International Olympic Committee has performed since its institution in 1894.

As the author of the revival of the Olympic Games and as the president of the International Olympic Committee, it is my privilege to here express to my colleagues the deep feelings of gratitude which I entertain for their valuable, faithful and untiring assistance. It is our friendship and our unity that have given us strength.

PIERRE DE COUBERTIN.

* * *

The Fifth Olympiad will be held June 29th—July 22nd, and is being arranged by an Organization Committee, the members of which consist of equal numbers of representatives of the National Association of the Swedish Gymnastic- and Athletic Clubs, and of the Central Assocciation of Sweden for the Promotion of Athletics, which latter Association has for its chief object the economical support of athletics. The technical-athletic responsibility for the arrangement of the Games rests, however, on the special associations which form the National Association, each of which subordinate association has appointed its special committee for the arrangement of the competitions which are to take place in the various branches of athletics during the Olympic Games, with the exception of the shooting and horse-riding competitions and yacht racing, for which branches special committees have been appointed by the respective associations for these sports, which are not affiliated to the National Association.

It is not only the representatives of sport and athletics that Sweden now bids welcome to the Fifths Olympiad, but also those numberless thousands of sport-loving tourists who, during the summer of 1912, will turn their steps to the Swedish capital in order to be present at the competitions and festivites of the Olympic Games, and who will most certainly embrace the opportunity to learn something about the land and the inhabitants of Sweden.

THE STADIUM.

The Olympic Games of Stockholm will be held in the permanent Stadium, which has been erected during the years 1910—1911, in accordance with the drawings of Mr. Torben Grut, the architect, and at an expense of about £ 50,000.

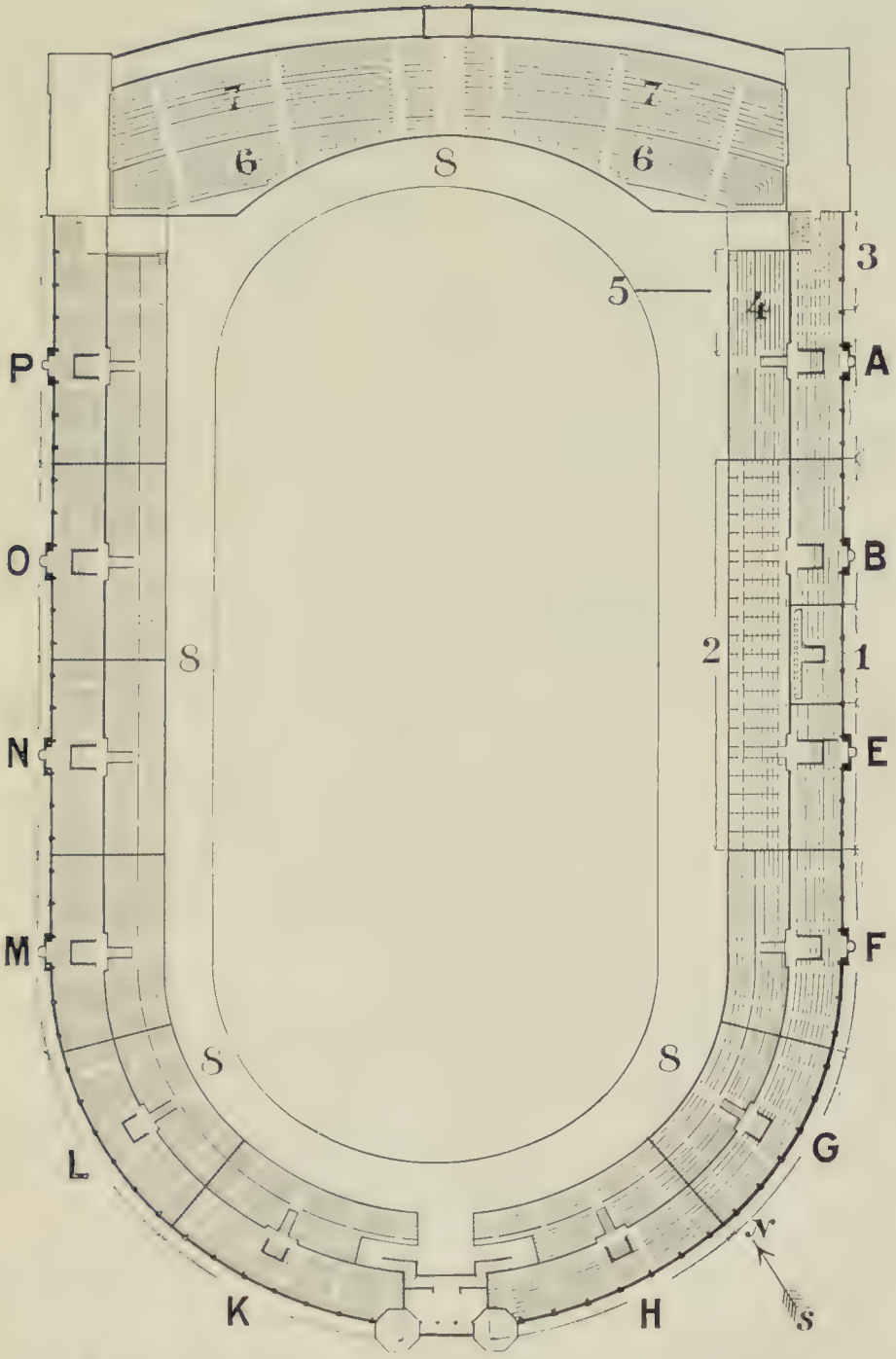
The Stadium is built of grey-violet Swedish brick and undressed granite. The plan shows a typical amphitheatre in the form of a horse-shoe magnet, only the arena being open to the sky. The two arms of the building rest against a rocky slope at the north, being there built into the hill by means of two watch-towers, behind which lie the administrative buildings on the flanks of the sloping back-ground. This slope is crowned by an arcade which completes the frame of the arena and the united buildings at the flanks. Under the amphitheatre and along the corridor there are arranged the Royal foyer, all the dressing-rooms, shower-baths, and toilet-rooms for the athletes, the luncheon-kitchen, the promenade arcades, etc. The seats in the amphitheatre can be reached only from the outer promenade by means of 12 staircases each of which leads to the centre of a section of the amphitheatre. Admission to the interior competing-fields is gained through 4 portals, one at the southern end, distinguished by two octagonal entrance-towers, one in the middle of the northern arcade, and one at each of the eastern and western watch-towers. Admission to the park is gained by 3 groups of entrances for the amphitheatre and one for each half of the northern slope, one at the north-east and the other at the south-west corner.

The arena contains a football-field, places for the jumping and throwing competitions with, round all these, a running-track the inner circumference of which measures 383 metres. During the winter the arena can be used as a skating-rink.

The composition of the building is a modern, independent organic development of early mediæval Swedish architecture. Round the southern end runs an outer, open arcade looking towards the park. Its contrefort is crowned by granite blocks intended for sculptured figures, a cyclus of 30 erect figures in life size. The eight side walks are flanked in pairs by similar blocks. On the great eastern tower there is an immense block of black hammered iron, with two granite figures representing the first pair of human beings belonging to northern mythology, Ask and Embla. The pillars of the sides are crowned by cubical blocks, which will be hewn into grotesque heads.

In the middle of the northern arcade will be hoisted the flags of the prize-winners. The numbers of the events and the names of victors will be cried from the watch-towers by means of horn signals and megaphones. Right over the southern portal is the music gallery.

The masts supporting the roof of the amphitheatre are of pine, coated with vandyck brown and with white and coloured ornaments. The seats in the amphitheatre are of pine, painted a pearl-grey. From the masts there will hang wreaths and garlands, while from the roof there will project flag-poles with the flags of the different nations. All the entrance-towers will be decorated with Swedish flags and also with flags bearing the section-letter of the tickets.



1. The Royal box. 2. Boxes. 3. The Press. 4. The Committee. 5. The Winning Post. 6. Places for the competitors and the officials. 7. Standing room. 8. Running track. A—P: mark the sections and the side entrances.

Prices for season tickets: see page 13.

The Stadium will become a centre for northern athletics and it will also be a forum for open-air festivities of every kind. As its acoustic properties are excellent it will be possible to have choir-festivals, public meetings and open-air theatrical representations there. During the Olympic Games there will be room at the Stadium for 25,000 spectators.

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SKETCH OF THE PROGRAMME.

5—12 May.

Lawn-tennis. Covered courts. Ladies' and Gentlemen's singles. Gentlemen's doubles. Mixed doubles.

29 June—5 July.

Football. (Association).

Lawn-tennis. Out-of-door courts. The same programme as above.

Shooting. Shooting with army-rifle. 2. Shooting with any rifle. 3. Shooting with miniature rifles. 4. Revolver and pistol shooting. 5. Clay-bird shooting. 6. Shooting at running deer. All of these competitions are both for teams and single competitors.

6—15 July.

Athletics. In the Stadium. Running, 100, 200, 400; 800, 1,500, 5,000, 10,000 metres, Marathon race (40,200 metres), hurdles 110 metres, walking 10,000 metres, high jump and long jump (running and standing), hop, step and jump, pole-jump, throwing the javelin, throwing the discus, putting the weight, throwing the hammer, pentathlon, decathlon. Team competitions: Relay Races 400 metres, 1,600 metres, team race 3,000 met.; cross-country race 8,000 metres (combined individual and team competition); tug-of-war.

Fencing. Foils (individual), Épée (teams and individual), Sabre (teams and individual).

Gymnastics. In the Stadium. Individual and team competitions and displays.

Swimming. Individual competitions for men (100, 200, 400, 1,500 metres. High Diving and Spring-board Diving), and for ladies (100 metres, High Diving). Team competitions for men (800 metres team race, and water polo) and ladies (400 metres team race).

Wrestling. In the Stadium. Græco-Roman style; 5 classes of weights.

7 July.

Cycling Road Race (round Lake Mälar) about 320 kilometres (200 miles). Start 7th July, 2 a. m. Individual and team competition.

7—11 July.

Modern pentathlon. Duel-pistol shooting, 25 metres. Swimming, 300 metres. Fencing, Weapon: Épée. Riding, 5,000 metres. Cross-country Race, c:a 4,000 metres.

13—17 July.

Horse riding competitions. "Military" (Combined team and individual competion, comprising Distance Ride, Cross-Country Ride, Steeple-Chase-Ride, Prize Jumping, and Prize Riding). Prize-Riding (individual competition), Prize-Jumping (individual and team competitions).

18—19 July.

Rowing. Eights, fours and single sculls.

20—22 July.

Yacht-racing at Nynäshamn. 6-, 8-, 10- and 12-metres classes.

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THE PRIZES.

The prizes in the Olympic Games will consist of Olympic medals and diplomas. Each prize-medal will be accompanied by a diploma. In team events a diploma will also be awarded to the winning team.

In some events Challenge Cups will be presented to the winners, in whose possession they may remain until further notice.

CUPS.

Branch of Sport	Presented by	Holder
Athletics.		
Pentathlon	H. M. the King of Sweden.	New.
Decathlon	H. M. the Emperor of Russia.	»
Marathon Race	H. R. H. the Crown Prince of Greece.	J. J. Hayes, U. S. A.
Throwing the discus, best hand	Montgomery.	M. J. Sheridan, U. S. A.
Wrestling.		
Heavy Weight	The Gold & Silversmiths.	R. Weisz, Hungary.
Football.	The British Football Association.	Great Britain.
Fencing.		
Team comp., Épée ..	The British Fencers.	France.
» » Sabre ..	The City of Budapest.	New.
Gymnastics.		
Individual comp.	The City of Prague.	G. A. Braglia, Italy.

Branch of Athletics	Giver of Prize	Holder
Horse riding comp.		
"Military"	H. M. the Emperor of Germany.	New.
Prize riding	H. M. the Emperor of Austria.	»
Prize jumping, individual competition..	Count Geza Andrassy.	»
Prize jumping, team competition.....	H. M. the King of Italy.	»
To that nation whose representatives achieve the best aggregate result in all the horse riding competitions.	The Swedish Cavalry.	»
Modern Pentathlon.	Baron Pierre de Coubertin.	»
Rowing.		
Eights.....	Count Brunetta d'Usseaux.	Leander Club, Gt. Brit.
Swimming.		
1,500 metres.....	Count Brunetta d'Usseaux.	The Amateur Swimming Association of Great Britain.
Ladies' High Diving	Countess de Casa Miranda.	New.
Shooting.		
Individual Clay-Bird Competition	Lord Westbury.	W. H. Ewing, Canada.
Yachting.		
6-metres' class	France.	F. D. Mc Meekin, Gt. Brit.

Competitors' Badge.

PUBLIC SWEDISH MEN'S-CHOIR FESTIVAL.

The Swedish Men's Choir-Association, which embraces provincial choirs and similar associations within the whole of Sweden, and the purpose of which is to work for the promotion and extension of four-part singing for male voices intends to arrange a public Swedish choir festival in connection with the Olympic Games of Stockholm 1912. In this festival there will take part about 4,000 singers. For the purpose of the festival a hall has been arranged at Valhallavägen, close to the Stadium, which, in addition to the singers, has accomodation for about 8,000 persons.

The first concert will be given in the hall on the 12th July at 6 p. m. On Saturday the 13th July there will be arranged a national procession of singers who will afterwards give a concert in the Stadium. The procession, which will leave Stortorget at 5.30 p. m., will arrive at the Stadium about 6.15 p. m. About 6,000 singers will take part in this procession.

A third concert will be given on Sunday the 14th July at 7 p. m.

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SALE OF TICKETS.

Tickets to the Olympic Games in the Stadium (6—15 July) embrace season-tickets, single day tickets, the last named being sold only day by day during the progress of the Games. In addition there are sold special tickets for the horse-riding competitions (July 16th—17th) and the concert (to be held on July 13th.) The following conditions are attached to the purchase of season-tickets and those for the horse-riding competitions.

The prices are as follows:

Season-tickets (July 6—15).		*Tickets for the Horse-Riding competitions (July 16—17)*	
Boxes	£ 11/1/6	Boxes	£ 1/2/2 per day
Sections F and P	£ 5/10/9	Sections F and P	£ 0/11/1 »
Section N	£ 4/3/—	Section N	£ 0/5/7 »

The tickets will not be sent unless the amount has accompanied the order. Tickets will not be changed.

Tickets purchased at foreign agencies are surcharged with a 5% booking fee.

As the demand for tickets is very great, orders should be sent in as soon as possible to the agencies or to:

"OLYMPISKA SPELENS BILJETTFÖRSÄLJNING",
4, Norrmalmstorg, Stockholm, Sweden.
Telegrams: Olympentré, Stockholm.

ACCOMMODATION IN STOCKHOLM.

As there is already a great demand for rooms during the Olympic Games, intending visitors are advised to obtain accommodation in good time, either at Hotels and Pensions, or in such private houses where rooms can be had.

Orders for rooms can be sent to the Committee's official representatives for procuring accommodation, viz.:

Stockholms Uthyrningsbyrå.

Address: Stockholm, Kungsträdgårdsgatan 12. After the 7th June a branch office will be established at the Hotel Terminus, 20 Vasagatan.

Telegrams: Uthyrningsbyrån, Stockholm.

Telephones: Riks 49 36, 30 93 and 8891. Allm. 42 43, 83 93 and 88 91.

Nya Aktiebolaget Tjäders Byrå.

Address: Stockholm, Brunkebergstorg 12.

Telegrams: Tjädersbyrå.

Telephones: Riks Tjäders byrå. Allm. 46 44, 48 48, 84 40 and 84 38.

Orders for rooms should state:

1) The number of rooms and beds required.
2) The approximate price for each room.
3) Length of time for which accommodation is wanted.

If it is impossible to procure rooms at hotels or pensions, good rooms in private homes are offered at a price of from 3 s. 4 d. to 11 sh. per day. There are many rooms of this kind, but there is, however, only a limited number of the lower-priced rooms.

It may also be pointed out that Stockholm has good communications with the suburbs, where accomodation can also be procured.

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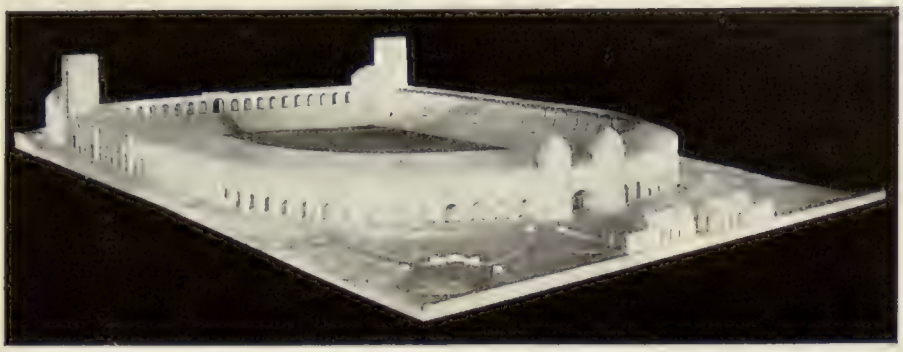


Model of the Stadium.

THE ORGANISATION OF SPORTS IN SWEDEN.

Athletics in Sweden are organized on a very firm basis, it having been found possible to unite the various special associations representing those branches of sport that are exercised without expensive arrangements and apparatus, into one common confederation called the *National Association of the Swedish Gymnastic and Athletic Clubs*. By this means it has been possible to introduce uniform rules, promote co-operation between the association and, bymeans of one common direction of the whole, support, promote and direct the athletic life of the country.

The National association is the highest authority in the active Swedish athletic movement, and consists of representatives, first, from sections, each of which sends two members, and, secondly, from the district associations, which send one delegate for every full 500 members up to a total of, at most, 12 representatives. The General Meeting of the National Association decides all questions as to rules and other matters of great importance or which deal with the fundamental principles of the association.

The General Meeting of the Association elects a special Board or committee of thirty persons, which forms the final court of appeal in athletic matters. In addition, the General Meeting elects a Rules-Committee which has to consider and report on proposed alterations of rules and other regulations.

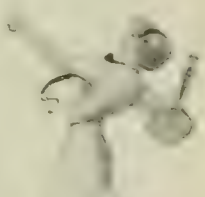
The Board prepares the agenda of the meeting, ratifies the instructions, determinations, and rules for every branch of sport, and decides questions which do not belong to the domain of the General Meeting. The Board elects from among its own

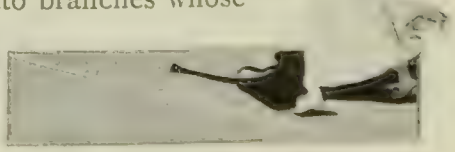
members an Administrative Committee which has to deal with the current business and to manage the finances of the National Association.

The Athletic Clubs are affiliated both to special associations and also to the respective district associations. Each club pays a very low fee to the association to which it is affiliated. In order for an athletic club to become a member of a special association it is necessary for the club to show that it really practises the form of athletics it professes to exercise. No fees, on the other hand, are paid to the district associations, but the fees for the several clubs are paid instead in their entirety to the National Association, and are calculated according to the numerical strength of the clubs.

H. R. H. the Crown Prince of Sweden has been the President of the National Association and its Board ever since the formation of this body.

There are thus special associations for athletics, canoeing, cycling, fencing, football, golf, gymnastics, lawn-tennis, rowing, skate-sailing, skating and swimming, each of which has the independent care of its special branch of sport, and represents its branch in all dealings with abroad, but co-operates with the Board of the National Association. The clubs forming a special association hold a meeting every year, and this meeting makes its decisions in agreement with the rules and regulations approved by the National Assocciation. It also appoints a committee which has charge of the affairs of the association, strives to promote the interests and growth of the branch of sport in question, investigates cases of disputed amateurship, arranges championship matches, and, in a word, has the technical direction of the said sport.





The District Associations, twenty-one in number, are, for the most part, divided into branches whose limits agree with those of the Swedish provinces. To each District Association are affiliated all the athletic clubs existing within its

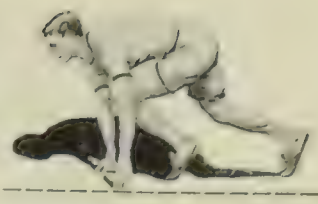
boundaries. It is the task of these District Associations, controlled by the special associations to be the directing power for every branch of sport in their respective districts, to see that Championship meetings for the district, etc. are arranged, and also to decide questions regarding athletics that may arise within the respective territories. The District Associations work in agreement with uniform regulations which have been approved by the National Association. The administration of the District Associations is in the hands of a committee elected at a general meeting of the clubs affiliated to the District Association or, in the case of the larger District Associations, is undertaken by special committees for the various branches of sport.

Athletic Badge.

As far as the economical position of the National Association is concerned it should be said that the Swedish State has assisted the Association by allowing it to start a lottery which has created a capital giving an annual income available for administrative support, amounting to about £. 1,100. In addition to this, the National Association has an income derived from the annual fees of the clubs.

In order to encourage the exercise of athletics in general and, more especially, the keeping up of these pursuits after attaining manhood, the National Association has issued an "Athletic

Badge" which can be awarded to every sportsman who is a Swedish subject, belongs to some club affiliated to the National Association, and who has merited the distinction in accordance with the conditions mentioned below.



The badge has three distinct grades and, in agreement with these, is awarded in bronze, silver and gold.

The bronze badge is granted to every athlete who, during the course of one and the same calender year, passes one test in each group of exercises. The sportsman who, during each and every one of four years (whether in succession or not) passes one test in each group, is entitled to the silver badge, while the one who satisfies the same conditions during each of eight years (whether successive or not), is entitled to the gold badge. That athlete, however, who, during the course of the year when he reaches his thirty-second birthday, or at a later date, passes one test in every group, shall also be awarded the gold badge, irrespective of whether he has previously obtained the other badges or not.

The tests shall be carried out at places and times determined by the committee of the proper club, or at matches of which due notice has been given. Every test shall be verified by two judges.

The acquisition of a badge of a higher degre nullifies the right of bearing badges of a lower degree previously gained.

The tests which must be passed in order to gain the athletic badge are divided into the following five groups:

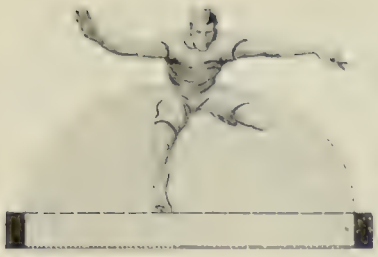
Group I. Swimming 200 metres (swimming-test) or gymnastics.

Group II. High Jump, minimum 135 cm., or long jump, minimum 475 cm.

Group III. Running 100 metres, maximum time 13 sec., or running 400 mestres, maximum time 65 secs., or running 1,500 metres, maximum time 5 min. 15 secs.

Group IV. Fencing or throwing the discus, minimum 40 metres, or throwing the javelin, minimum 50 met., or putting the weight, min. 16 metres.

Group V. Running 10,000 met., maximum time 50 min., or swimming 1,000 metres, maximum time 28 minutes, or skating 10,000 metres, maximum time 25 minutes, or running on skis 20,000 metres



cross country, maximum time 2 hrs. 15 min., or cycling (on road) 20,000 metres, maximum time 50 min., or taking part in the final of a league football match or in a match for the Swedish Football Championship.

* * *

The first Association of importance for the promotion of athletics in Sweden is the *Central Association for the Promotion of Athletics*. It is true that there were a great number of athletic clubs at an earlier date but there existed no central, directing body cementing these together, while, in addition, these clubs did not possess the economic resources necessary for the arrangement of, or participation in, athletic gatherings of importance, or for representing Sweden at similar meetings abroad. Neither did the clubs possess the necessary means for the creation of athletic grounds. In order to promote these interests and in order to spread a knowledge of, and awaken the public interest in, athletics, the above mentioned Central Association was founded in the year 1897. As a consequence of the work of the Central Association the importance of athletics as an educational factor in the development of the nation became more and more acknowledged, and practical athletics gradually began to gain a fast footing in the every-day life of the Swedish people.

The two great athletic organizations, the Central Association and the National Association have agreed to so choose their spheres of activity that the Central Association is the highest authority as regards the economical direction of Swedish athletics while the National Association forms the highest court af appeal in questions appertaining to the organization and direction of sport. On all great occasions in the world of athletics however, such as the Olympic Games, etc. Sweden is represented by both organizations in common.

The home-work on which the Central Association has chiefly concentrated its efforts has been the encouragement, support and establishment of athletic grounds all over the country. Chiefly by its own resources the Central Association has thus created and still supports the principal athletic grounds in Stockholm, viz. the Östermalm Athletic Grounds, which boast three football-fields, running tracks, and spaces for jumping and throwing exercises etc. in addition to a first class lawn-tennis hall with two covered courts and two out-of-door courts. These grounds have cost about 200,000 Kr. (£ 11,000), and will be of very great service during the coming Olympic Games of Stockholm, as they lie quite close to the newly erected Stadium and will be reserved as training grounds for the athletes taking part in the Games.

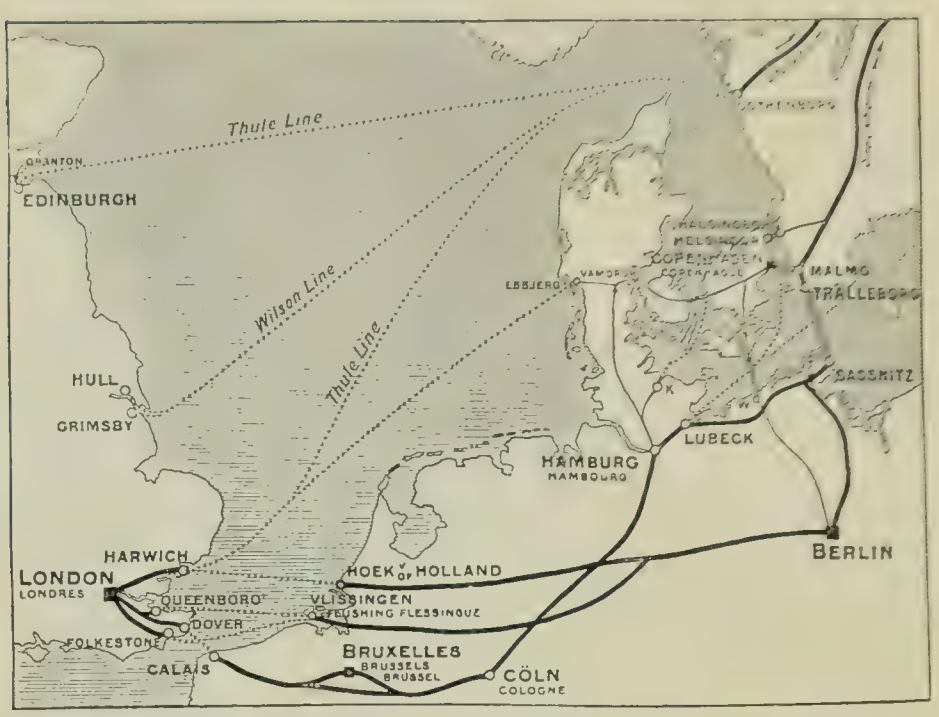
It is on account of the action of the Central Association, both by means of members belonging to the International Olympic Committee and also as a result of the sanction of the State and the cooperation of the National Association, that Sweden has been able to accept the honourable task of arranging the coming 5th Olympic Games in Stockholm which was offered to Sweden at the Congress of the International Olympic Committee in Berlin 1900.

The most important work for the promotion of Swedish athletics that has been done by the Central Association is, however, the establishment of *the Northern Games*, which, with the Olympic Games as their prototype, were arranged by the Central Association in Stockholm for the first time in 1901. As

the title shows, these games embrace chiefly those sports which are practised in winter in the northern lands of Europe, such as ski-running and skating in all their various forms, ice-yachting, skate-sailing, bandy, tobogganning and kicking-sledge, riding, hunting, steeplechases and other riding competitions in deep snow, the drawing of ski-runners by horsemen for a distance of 42 miles, rifle-shooting by ski-runners, military cross-country running matches, and long distance despatch-carrying "fiery-cross" running on skis for a distance of 120 miles; in a word, competitions in all kinds of winter athletics. In addition to these, fencing and gymnastics always form part of the programme of the Northern Games, the gymnastics being taken in connection with national peasant-dances, northern music and pictures from the history of Sweden. Since the building of the large swimming-baths very interesting swimming-matches have also formed part of the programme. The budget of the Northern Games amounts to about 70,000 Kr. (£ 3,900).

These Northern Games as they are called, the aim of which is to show the present position of sports in the North and especially in Sweden, are repeated regularly every 4th year in Stockholm, always during the second week of February, and last for 9 days. It is true they are intended for the Northern countries of Europe and, in the first place, to test Sweden's own sportsmen, but the sportsmen of other countries are also invited to take part in these matches, while all who have an interest in the Games are invited to be present.

The Northern Games were first held in 1901 and have been repeated in 1905 and in 1909 and will thus be held again in 1913.



TRAVELLING ROUTES
TO STOCKHOLM.

1. England—Stockholm.

N. B. It is necessary to order tickets for the steamer and for the sleeping-berths at as early a date as possible.

A. Via the Continent.

Length of journey: London—Stockholm 47 hours.

a) **London—Flushing—Hamburg H.—Sassnitz—Malmö** and **Malmö—Stockholm.**

Through carriages Flushing—Hamburg H., twice daily. Hamburg H.—Malmö (see below 2 and 3 b) and Malmö—Stockholm, with sleeping- and dining-cars.

b) **London—Flushing—Hamburg H.**—*Vamdrup* or *Warnemünde—Copenhagen—Malmö* or *Hälsingborg* (see below 4) —Stockholm. Sleeping-cars 1:st and 2:nd cl. Hamburg—Copenhagen both routes and from Copenhagen or Hälsingborg—Stockholm.

c) **London—Hook of Holland—Hamburg**, from here = *a*) and *b*). Through carriages Hoek of H.—Hamburg once daily.

Fares: London—Stockholm via *a*), *b*) or *c*) 1:st cl. £ 7/2/2, 2:nd cl. £ 4/17/—.

d) **London—Calais—Jeumont—Cologne—Hamburg—Stockholm.**

Through carriages Calais—Cologne and Cologne—Hamburg.

Fares: London—Stockholm 1:st cl. £ 8/13/—, 2:nd cl. £ 5/15/9.

e) **London—Flushing—Berlin—Sassnitz—Stockholm.**

Through carriages from Flushing to Berlin, Friedrich Str. station, from here 10 minutes drive to Stettiner station from where the through trains start to Stockholm (see below, 2 and 3 a).

f) **London—Hook of Holland—Berlin**, from here = *e*).

Fares: London—Stockholm: via *e*) or *f*), 1:st cl. £ 7/18/2, 2:nd cl. £ 5/3/11.

(All the above charges will be somewhat altered from may 1:st 1912).

g) **London—Calais—Jeumont—Cologne—Berlin—Stockholm.**

Through carriages Calais—Cologne, Cologne—Berlin, and Berlin—Stockholm.

Tickets can be had in London of Thos. Cook & Son, Ludgate Circus, London E. C. and branches, Dean & Dawson, Ltd, American Express C:o, International, Sleeping C:o, Dr Lunn, The Polytechnic Touring Association, Pickfords Ltd, Cooperative Shipping and Tourist Society, Ltd, Army and Navy Cooperative Society, Ltd, Daw's Steamship Agency, Sewell & Crowther; for the routes via Flushing or Calais also at the Victoria, Charing Cross, Holborn Viaduct, St. Paul's, Cannon Street, and Herne Hill Stat.; for the route Hook of Holland at the Continental Booking Office, Liverpool Street Station.

Sleeping-berths for the routes can be reserved at Mssrs. Thos. Cook & & Son, London.

B. North Sea Routes.

Length of journey: London—Stockholm circa 45 hours (sea-journey 36 hours)

a) **London—Harwich—Gothenburg—Stockholm** by the Thule Line's steamers, 3,000 tons, Harwich—Gothenburg. The steamers, which carry 1:st and 2:nd cl. passengers, leave Harwich every Saturday evening after the arrival of the special boat-train from London (Liverpool Str.) and reach Gothenburg on Monday morning.

Fares: London—Stockholm: 1:st cl. (1:st cl. throughout) £ 5/11/6, 1:st/2:nd cl. (1:st cl. steamer, 2:nd cl. rail), £ 4/19/6, 2:nd/3:rd cl. (2:nd cl. steamer, 3:rd cl. rail), £ 3/8/3 (inclusive of victualling on steamer).

Berths and tickets can be obtained in advance through the Agents: The British and Northern Shipping Agency, Ltd, 5 Lloyd's Avenue, London, E. C., and trough the tourist offices.

b) **Hull—Gothenburg—Stockholm** by the Wilson Line's steamers, 3,000 tons, Hull—Gothenburg. The steamers, which carry 1:st and 2:nd cl. passengers, leave Hull every Thursday evening after the arrival of the boat-train from London (King's Cross Station), and reach Gothenburg on Saturday morning.

Fares: Hull—Stockholm: 1:st cl. (throughout) £ 5/11/6, 1:st/2:nd cl. (1:st cl. steamer, 2:nd cl. rail) £ 4/19/6 (victualling on steamer inclusive).

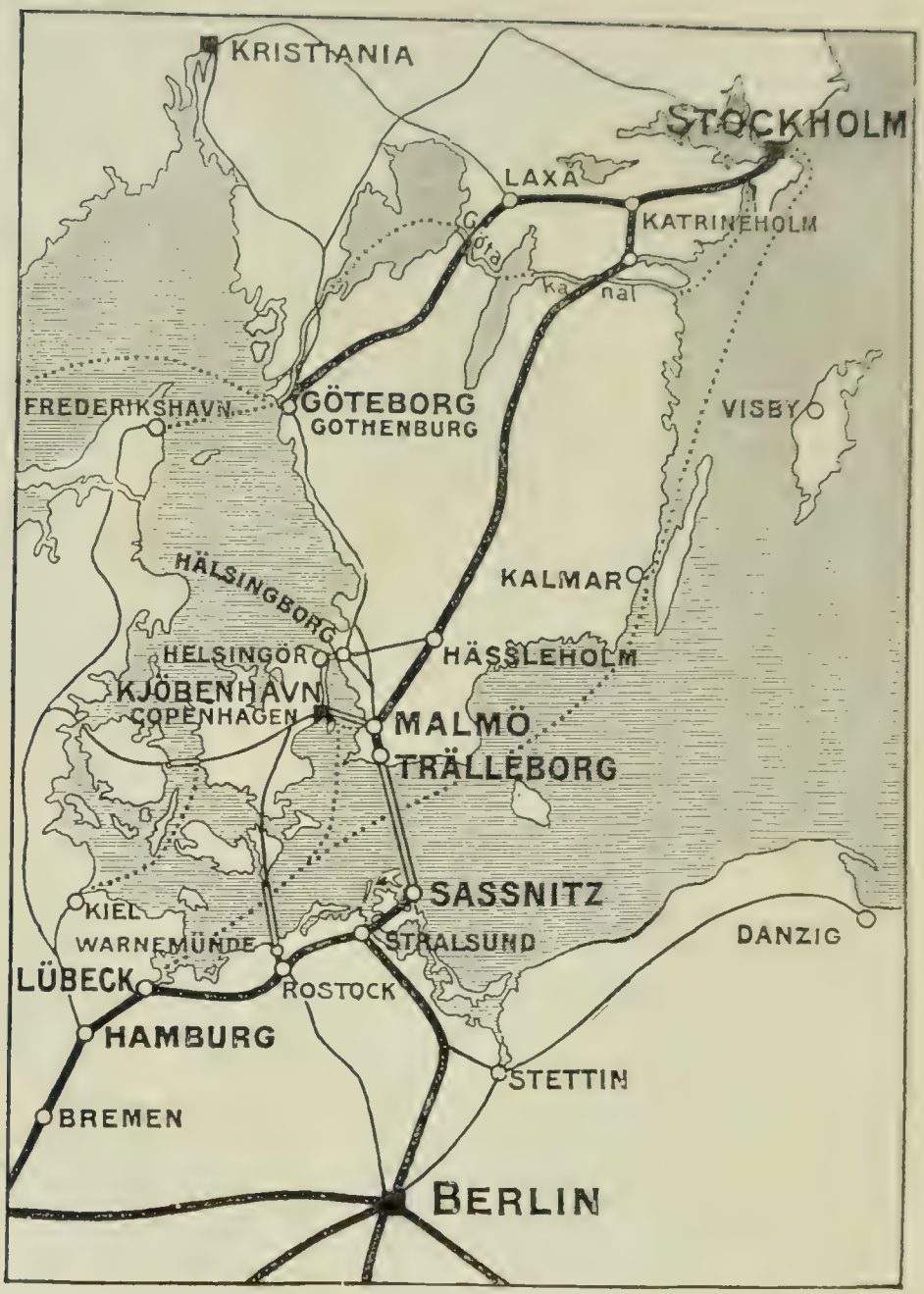
Berths and tickets can be had through The United Shipping Co, Ltd, 108 Fenchurch Str., London, E. C., or Messrs. Thos. Wilson Sons & Co, Ltd, Hull, and the tourist offices.

c) **Granton Harbour (Edinburgh)—Gothenburg—Stockholm** by the Thule Line's steamers Granton—Gothenburg, 40 hours' sea journey. The steamers, which carry 1:st and 2:nd cl. passengers, leave Granton, near Edinburgh, every Saturday at high water and reach Gothenburg on Monday morning.

Fares: Granton—Stockholm: 1:st cl. (throughout) £ 5/10/3, 1:st/2:nd cl. (1:st cl. steamer, 2:nd cl. rail) £ 4/18/— (victualling on steamer inclusive).

Berths and tickets can be ordered through Messrs. Chr. Salvesen & Co, Granton Harbour, Leith or Glasgow., Thos. Cook, J. & H. Lindsay, and Mackay Bros.

N. B. As a rule the boats arrive so early that the noon train to Stockholm which arrives at the capital in the evening can be caught.



From Gothenburg to Stockholm there run express trains at noon (with dining-car) and in the evening; 9 hours. Sleeping carriages 1:st (10: 70 Kr.) and 2:nd cl. (5:35 Kr.) with the night-train. Berths can be had through the Nordisk Resebureau, Palace Hotel, Gothenburg.

d) **London—Harwich—Esbjerg—Copenhagen—Stockholm.**

Steamer, Harwich—Esbjerg, 3 times weekly, 24 hours. Esbjerg—Stockholm 31 hours.

Fares: London—Stockholm: 1 st cl. £ 4/18/10, 2:nd cl. £ 3/15/6.

Steam-ferry "Drottning Victoria."

2. Steam=ferry connection Sassnitz—Trälleborg.

Through trains from Berlin and Hamburg are carried over to Sweden by steam-ferries between Sassnitz, in the island of Rügen (Prussia), and Trälleborg, the most southerly town in Sweden. These steam-ferries are the largest and most up-to-date in Europe; they correspond in size to a steamer of 6,000 tons, and have a highest speed of 17,5 knots. The passage lasts only 3 hours 45 min.

The interior arrangements of the ferries satisfy every demand on comfort. There are, for example, dining-rooms, saloons, smoking-saloon, bath-room, cabins etc. all furnished with solid elegance. Third class passengers, too, enjoy great conveniences. The cabins in the night-ferry boats can be used by the passengers from 10 p. m. to 7 a. m. (price for 1:st and 2:nd class railway-passengers 2 Marks, 3:rd class 1 Mark), so that travellers are not exclusively restricted to the trains which stand in direct connection with the ferries. Every possible safeguard has been taken, and the vessels run so steadily that even a heavy sea does not occasion the traveller any inconvenience. The steam-ferries are provided with wireless-telegraph apparatus.

3. Germany—Sweden.

Length of journey: Berlin—Stockholm 22 hours; Hamburg—Stockholm 23 hours.

a. Berlin—Sassnitz—Trälleborg—Malmö—Stockholm.

No change of carriage by this route.

Through express trains Berlin—Stockholm, 1:st, 2:nd and 3:rd class, with sleeping-cars 1:st and 2:nd class, and dining-cars, twice daily.

Fares: 1:st cl. 71: 90 M., 2:nd cl. 48: 60 M., 3:rd cl. 31: 20 M.

Cost of sleeping-berths: Berlin—Malmö or Malmö—Stockholm: 1:st cl. 12 M., 2:nd cl. 6 M.; Berlin—Stockholm (when 1:st cl. passengers have the right to the sole use of a halfcompartment, also by day) 20 M. If a 2:nd class passenger pays 10 M. extra, the third place in the half-compartment will remain unoccupied during the day too.

Sleeping-berth tickets can be ordered in advance in **Berlin** at: Schwedisches Reisebureau, 22—23 Unter den Lin-

den, Amtliches Reisebureau, Potsdamer Bhf., the Booking office in the Stettiner St., Weltreisebureau Union, 22—23 Unter den Linden, Internationales Reisebureau der Eisenbahn-Schlafwagengesellschaft, 57 Unter den Linden, Reisebureau der Hamburg—Amerika-Linie, 8 Unter den Linden.

b. Hamburg H.—Sassnitz—Malmö—Stockholm.

At Malmö change för direct express trains Malmö—Stockholm.

Through express trains Hamburg H.—Malmö 1:st, 2:nd and 3:rd cl. with sleeping-carriages 1:st and 2:nd cl. and dining-cars, twice daily.

Fares: 1:st cl. 73: 20 M., 2:nd cl. 49: 70 M., 3:rd cl. 32: 10 M.

Cost of sleeping-berths: Hamburg H.—Malmö or Malmö—Stockholm 1:st cl. 12 M., 2:nd cl. 6 M.

Sleeping-berth tickets can be ordered in **Hamburg** at the booking office in the Central Railway-station, at Messrs. Thos. Cook & son, 39, Alsterdamm and at the International Sleeping-car Co's Office, Jungfernstieg.

c. Other connections Germany—Stockholm.

Hamburg—Copenhagen—Malmö: *a*) via Warnemünde; *b*) via Vamdrup; both routes with through sleeping-cars Hamburg—Copenhagen; *c*) via Kiel—Korsör (in steamer). From Copenhagen to Malmö, steamer or steam-ferry ($1^1/_2$ hour). From Malmö by rail to Stockholm. Through sleeping-cars with the night train Copenhagen Ö.—Stockholm.

Fares: Hamburg—Stockholm 1:st cl. 73: 20 M., 2:nd cl. 49: 70 M., 3:rd cl. 32: 10 M.

Sleeping-berth tickets can be ordered in Hamburg for the journey via Warnemünde, at the International Sleeping-car Co's Office, Jungfernstieg; for the journey via Vamdrup at Messrs. Thos. Cook & Son, 39 Alsterdamm.

Hamburg—Lübeck—Copenhagen—Malmö, steamer Lübeck—Malmö daily. Sea-passage Lübeck—Copenhagen 14 hours. From Malmö by rail to Stockholm.

Fares: Hamburg—Stockholm: 1:st cl. 55: 50 M., 2:nd cl. 38: 70 M., 3:rd cl. 26: 40 M.

Lübeck—Stockholm, steamer Wednesdays and Saturdays afternoon, 44 hours; fare 1:st cl. 45 M., 2:nd cl. 33: 50 M. (victualling extra). Steamers call only at Kalmar on the way. Berths should be secured a good time in advance.

Berlin — Warnemünde — Copenhagen—Stockholm. Through trains Berlin—Copenhagen, 1:st and 2:nd cl., twice daily. From Copenhagen see above.

Fares: Berlin—Stockholm 1:st cl. 80: 50 M., 2:nd cl. 53: 40 M., 3:rd cl. 34: 70 M.

4. Denmark—Stockholm.

Length of journey: Copenhagen—Stockholm 13—15 hours.

Copenhagen—Stockholm.

a) *Through trains:* sleeping-carriage with the night-train Copenhagen Ö.—Malmö—Stockholm; *b*) by steamer or steam-ferry Copenhagen—Malmö and from thence by rail, 4 times daily, to Stockholm $10^3/_4$—16 hours.

Fares: Copenhagen—Stockholm 1:st cl. 35: 30 Kr., 2:nd cl. 21: 90 Kr., 3:rd cl. 14: 70 Kr.

Sleeping-berth tickets 1:st cl. 10: 70 Kr., 2:nd cl. 5: 35 Kr.

c) via *Helsingör—Hälsingborg.* From Copenhagen to Hälsingborg several times daily. From Hälsingborg to Stockholm twice daily, there being a sleeping-carriage with the night-train via Hässleholm.

Fares: Copenhagen—Stockholm 1:st cl. 41: 90 Kr., 2:nd cl. 25: 30 Kr., 3:rd cl. 16: 60 Kr. For price of sleeping-berth see *a*).

d) By s/s *Aeolus* Tuesdays, from Copenhagen 46 hours.

Fares: 1:st cl. 25 Kr., 2:nd cl. 16 Kr. (exclusive of victualling).

5. Norway—Stockholm.

Length of journey: Christiania—Stockholm 13—14 hours.

Christiania—Stockholm: *a*) via *Laxå*, through trains twice daily. Sleeping-carriage with the night-train. *Fares:* 1:st cl. 37; 60 Kr., 2:nd cl. 23; 80 Kr., 3:rd cl. 15; 85 Kr.; *b*) via *Kil—Ludvika*, through trains Christiania—Kil and Kil—Ludvika—Stockholm (wagon restaurant), once daily.

Fares: 2:nd cl. 22: 10 Kr., 3:rd cl. 14: 35 Kr.

Trondhjem—Stockholm: via *Storlien*, 23 hours. Sleeping-cars. *Fares:* 2:nd cl. 28: 20 Kr., 3:rd cl. 18: 60 Kr.

Sleeping-berths Christiania—Stockholm and Storlien—Stockholm 1:st cl. 10: 70 Kr., 2:nd cl. 5: 35 Kr.

6. Russia—Finland—Stockholm.

a) **St. Petersburg—Åbo—Stockholm:** Length of journey $24^1/_2$ hours. St. Petersburg—Åbo by direct train (dining-car); Åbo—Stockholm steamer, $12^1/_2$ h.

Fares: 1:st cl. 27: — rub., 2:nd cl. 19: 20 rub., 3:rd cl. 13: — rub.

b) **St. Petersburg—Helsingfors—Stockholm,** steamer, journey 42 hours.

Fares: 1:st cl. 19: — rub., 2:nd cl. 15: — rub., 3:rd cl. 11: 40 rub.

Tickets can be ordered for *a*) and *b*) at the Nordisk Resebureau, 19 Bolschaja Konjuschenaja, St. Petersburg.

c) **Riga—Stockholm,** steamer, journey 23 hours. Swedish steamer (S/S Co Rederi-Aktiebolaget Svea) leaves Riga Saturdays 4 p. m.

Fares: 1:st cl. 17: — rub., 2:nd cl. 12: 50 rub. (exclusive of victualling).

Tickets can be had at the S/S Co's Agent in Riga, P. Bornholdt & C:o.

7. Holland—Stockholm.

Length of journey: Amsterdam—Stockholm 36 hours.

(From the Hague or Rotterdam through tickets to Stockholm cannot be had at the railway-stations but are combined by the Tourist Offices.)

Amsterdam—Stockholm: *a*) via Rheine—Osnabrück—**Hamburg—Sassnitz** (see above, 3 b) or *Hamburg—Copenhagen—Malmö* or *Hälsingborg* (see above, 4): 1:st cl. 65: 35 fl., 2:nd cl. 44: 60 fl.; *b*) via Osnabrück—**Berlin—Sassnitz** (see above, 3 a) or *Berlin—Copenhagen—Malmö* or *Hälsingborg:* 1:st cl. 73: 40 fl., 2:nd cl. 47: 85 fl.

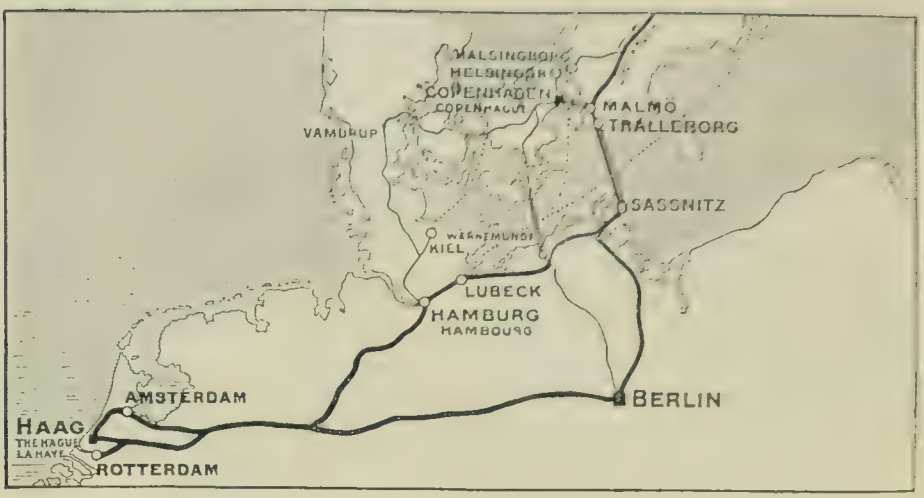
Through carriages Amsterdam—Hamburg and Berlin.

Sleeping-berths can be ordered in Amsterdam at Messrs. Thos. Cook & Son, 83 Damrak.

8. Belgium—Stockholm.

Length of journey: [Brussels—Stockholm 40 hours.]

Brussels—Stockholm: *a*) via Cologne—Hamburg or Rosendaal—Wesel—**Hamburg—Sassnitz** (see above, 3 b) or Rosendaal—Wesel—Hamburg—*Copenhagen—Malmö* or *Hälsingborg* (see above, 4). Fares: 1:st cl. 156: 40 frcs,



2:nd cl. 102: 65 frcs; *b*) via **Berlin —Sassnitz** (see above, 3 a) or Berlin —*Copenhagen—Malmö* or *Hälsingborg*: 1:st cl. 170: 60 frcs, 2:nd cl. 110: 60 frcs.

(All the above charges will be somewhat altered from May 1:st 1912.)

Through tickets can also be had from *Antwerp* to Stockholm.

Sleeping-berth tickets can be had in Brussels at Messrs. Cook & Son, 41 Rue de la Madeleine.

9. France—Stockholm.

Length of journey: Paris—Stockholm 43 hours.

a) **Paris–Cologne–Hamburg H.–Sassnitz—Malmö** and **Malmö—Stockholm.** Through carriages Paris —Hamburg H. once daily, and direct trains Hamburg—Malmö twice daily (see 2 and 3 b); from Malmö to Stockholm through trains with sleeping- and dining-cars.

b) **Paris–Cologne–Hamburg H.–***Copenhagen—Malmö* or *Hälsingborg—Stockholm* (see 3 c and 4).

Fares: Paris—Stockholm (for *a* and *b*) 1:st cl. 184: 70 frcs., 2:nd cl. 122: 30 frcs.

c) **Paris — Cologne — Berlin — Stockholm.** Through carriages Paris —Berlin twice daily, and *direct trains Berlin—Stockholm* with sleeping- and dining-cars twice daily (see 2 and 3 b).

There is also the Nord Express, train de luxe, Paris— Berlin.

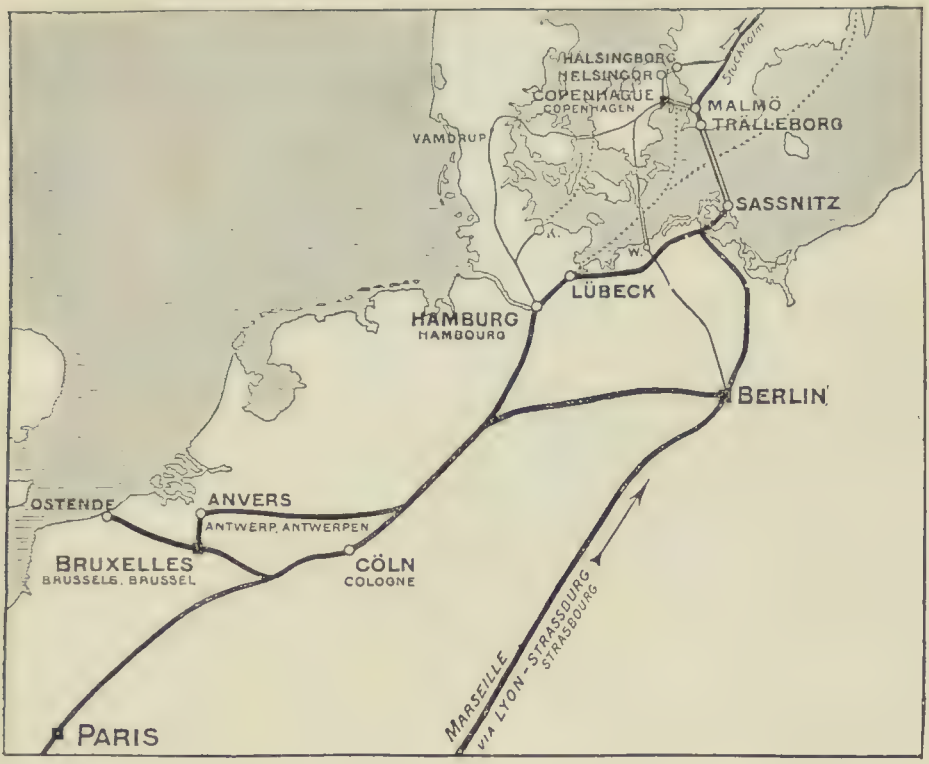
Fares: Paris—Stockholm: 1:st cl. 198: 70 frcs., 2:nd cl. 130: 10 frcs.

Sleeping-berth tickets can be ordered in Paris at Messrs. Thos. Cook & Son, Place de l'Opéra, and at the Ameri can Express, Co. 11, Rue Scribe.

10. Spain and Portugal—Stockholm.

Length of journey: Madrid–Stockholm 70 hours.

The most convenient route for travellers is via Paris or via Marseilles from whence direct carriages run to Hamburg or Berlin. From Berlin there are through trains to Stockholm (see 2 and 3 a); from Hamburg see 3 b and c.



11. Italy—Stockholm.

Length of journey: Rome—Stockholm 60 hours.

There are through carriages Rome—Berlin, and Genoa and Milan—Berlin or Hamburg. There are, in addition, the Nord-Sud Express (Brenner) train de luxe, daily, Verona—Berlin, and the Gothard Express, train de luxe daily, Milan—Berlin. From Berlin through trains to Stockholm (see 2 and 3 a); from Hamburg see 3 b and c.

12. Switzerland—Stockholm.

Length of journey: Basle—Stockholm 40 hours.

Through carriages Basel (Bale) (Lucerne, Zurich, etc.)—Berlin or Hamburg. (From hence see 2, 3 a, 3 b and 4.)

Basel (Bale)—**Stockholm**: *a*) via *Berlin—Sassnitz*—Stockholm, or Berlin—Copenhagen—Malmö or Hälsingborg.

Fares: 1:st cl. 176: 35 frcs., 2:nd cl. 115: 40 frcs.

b) via *Frankfurt a. M.—Hamburg—Sassnitz*—Malmö, or Hamburg—Copenhagen—Malmö or Hälsingborg.

Fares: 1:st cl. 179: 20 frcs., 2:nd cl. 116: 20 frcs.

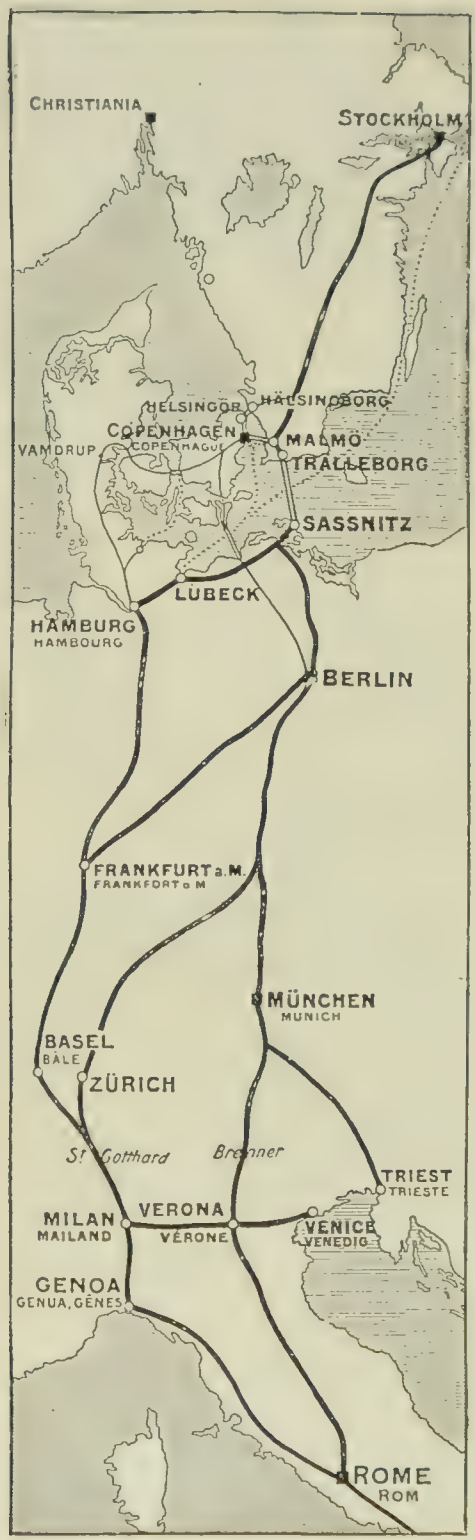
c) via *Cologne—Hamburg* etc., see b).

Fares: 1:st cl. 186: — frcs., 2:nd cl. 120: 60 frcs.

13. Austria—Hungary—Stockholm.

Length of journey: Vienna—Stockholm 36 hours.

Through carriages from Vienna, Salzburg, Triest, Buda Pest, etc., to Berlin. From here through trains to Stockholm (see 2 and 3 a).



Vienna—Stockholm via *Berlin—Sassnitz*—Stockholm(see 2and 3 a.

Fares: 1:st cl. Ö. Kr. 169: —, 2:nd cl. Ö. Kr. 108: 40.

Sleeping-berth tickets can be ordered in Vienna at Messrs. Thos. Cook & Son's 2, Stephansplatz.

14. Greece—Stockholm.

Length of journey: Athens—Stockholm circa 114 hours.

From Athens *a*) by steamer to Brindisi; from here through carriages to Milan and from Milan through carriages to Berlin (see 11 and 2 a); *b*) by steamer to Triest; from here through carriage to Berlin (see 13); *c*) by steamer to Constantinople; from here see 16.

15. Servia and Bulgaria —Stockholm.

Length of journey: Belgrade—Stockholm 51 hours, Sophia—Stockholm 63 hours.

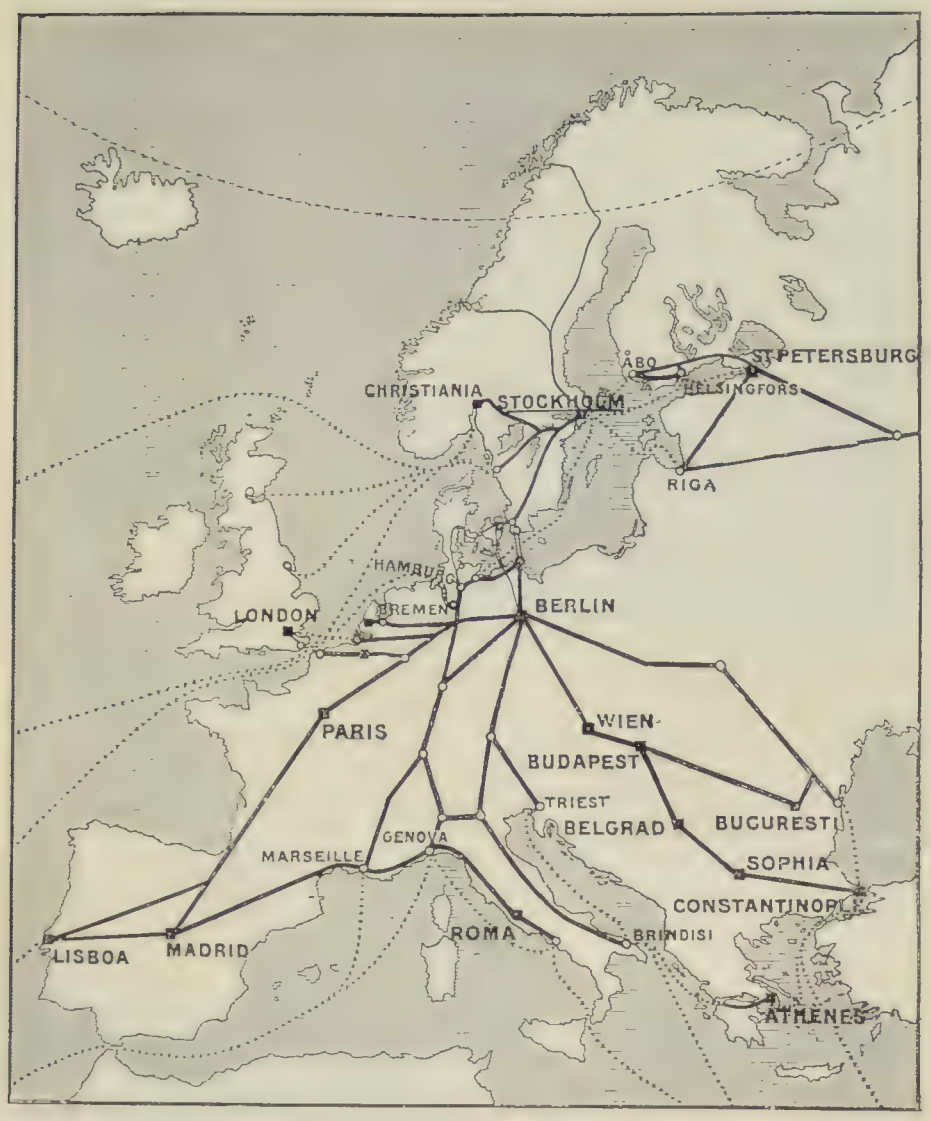
From Belgrade and Sophia through carriages to Berlin via Buda Pesth—Breslau. (From Berlin see 2 and 3 a.)

16. Turkey—Stockholm.

Length of journey: Constantinople—Stockholm via Belgrade 84 hours, via Constantia 74 hours.

Via *Belgrade:* from Constantinople to Berlin through carriages via Sophia, Belgrade, Buda Pesth and Breslau daily. From Berlin through train to Stockholm (see 2 and 3 a).

Via *Constantia* three times weekly: from Constantia through carriages via Lemburg—Cracow to Berlin. See also under 17.



17. Roumania—Stockholm.

Length of journey: Bucharest—Stockholm 58 hours.

From Bucharest through carriages via Lemburg—Cracow to Berlin, daily.

From Berlin through trains to Stockholm (see 2 and 3 a).

□ □ □

THE WHITE NIGHTS OF SWEDEN.

A peculiar feature of Sweden and the far north of Europe during midsummer time are the so-called "white nights". The farther to the north one comes during spring-time, the longer the days grow until the 22nd of June, when the nights are shortest, after which the days slowly decrease in length again. On account of the great length of Sweden from north to south, this lengthening of the days — or the shortening of the nights — varies very much, so that while, in the south of the country, the nights in June last about 4—5 hours they are only $2^1/_2$—3 hours long at Stockholm, and farther north there is no night at all but only a short twilight which ceases past the polar circle (32 hours by rail from Stockholm), *and leaves the sun to flame in the heavens for one unbroken day lasting from June 5th to July 12th.* Even at the end of July the sun does not sink below the horizon for more than a couple of hours every day.

A midsummer night in the skerries of Stockholm.

Midsummer sun in Lapland.

This midsummer light is a most peculiar and attractive phenomenon, rich in wonderful colour effects. Stockholm, with its glittering waters, its steep cliffs and its midsummer beauty, rests amid this chiaro-oscuro of night, like a jewel whose myriad facets gleam with magical, ever-changing colours.

In order to avoid misconceptions, it should be stated that the "white nights", which many travellers believe last all the summer, occur in Stockholm and the south of Sweden only during the month of June and the first few days of July.

□ □ □

The Royal Palace.

STOCKHOLM.

A bit taken from the skerry-filled seas of Scotland; a corner of the Neapolitan shore; some of the Hierean islands; a few granite hills from the Urals; a section or so from the pine-woods of Canada, and one or two attractive quarters from Paris — all these thrown together on the shore of a bay of the Baltic constitute, according to that genial writer, Max Nordau, the situation of the capital of Sweden. Even if we do not agree with his words in every particular, still we find them to contain so much of truth that they mirror the variety and the striking character of the natural surroundings of Stockholm.

The striking features of the landscape in the immediate neighbourhood of the city, and even within its boundaries, have offered no unsuccessful resistance to the levelling forces at work in centres of population at the present day. Within this frame of water, granite rock, and rich verdure lies, on a number of islands and peninsulas just where lake Mälaren flows into the Baltic, a modern city of 350,000 inhabitants, a city boasting magnificent public and private buildings — often of an original and interesting style of architecture — museums with magnificent collections, well-kept streets, stately granite quays, lovely parks, comfortable hotels and excellent communications.

But while Stockholm is a modern city, it is also an ancient one. It received its municipal charter in 1255, but was inhabited long before that date. The oldest part of the city consists of the island on which lies the palace, and possesses much of historical interest.

The Stockholmer loves the country and, during the summer, usually lives on one or other of the thousand islands of the Baltic or lake Mälaren. A large number of fast steamers run in all directions to these summer resorts and other spots in the neighbourhood. During the summer the great mass of the people is to be found out at Djurgården where, besides Skansen, there are a number of other places of popular amusement. There are special festivals on June 6 ("Gustaf-day", feast at Skansen) and July 26

Stockholm; the North Stream, the Riksdag House.

("Bellman's day", singing at the statue-memorial to the poet). In addition to Djurgården we may mention Haga Park, Kungsträdgården and Berzelii Park.

RESTAURANTS AND CAFÉS.

In proportion to its size, Stockholm is well supplied with elegant restaurants and cafés. The principal restaurants are the Grand Hotel, the Grand Hotel Royal, the Strand Hotel (all situated on Blasieholmen), the Opera Källaren at the Opera House, the Hotel Rydberg at Gustaf Adolfs torg, the Hotel Continental in Vasagatan, the Rosenbad in Strömgatan, the Fenix at Adolf Fredriks Kyrkogata, the Restaurant Dramatic Theatre, the Anglais at Stureplan, the Riche and the Metropol etc.

At Djurgården we have Hasselbacken, the forest summer-restaurant of the fashionable world.

All the restaurants have cafés where, as a rule, good bands perform both in the afternoon and the evening. There are open-air concerts at the Opera Terrassen, at Blanch's Cafe, at Bern's Salons, at Hasselbacken etc.

As a rule, the prix fixe at the principal houses are: early breakfast 1 kr. 50 öre (circa 1 sh. 8 d.), lunch 2 kr. (2 sh. 3 d.), dinner 2 kr. 75 öre (3 sh.) —3 kr. 50 öre (3 sh. 9 d.). There are, in addition, a number of cheaper restaurants, besides many very cheap automatic restaurants.

Stockholm; the North Stream, St. James' Church and the telephone tower in the background.

ENTERTAINMENTS.

On account of the Olympic Games, a special committee has been appointed with the task of arranging entertainments such as theatrical representations, concerts, na-

tional dances and outdoor entertainments of various kinds.

Stockholm; the Quay, seen from St. Catherine's Elevator.

SIGHTS.

The Royal Palace, one of the finest buildings of its kind in the world, has a most magnificent situation in the centre of the city, on an island between Lake Maelar and the Baltic. The state-apartments may be seen daily.

The Riksdag House.

Riddarholm Church, a Swedish Pantheon with many mortuary chapels containing the sarcophagi and the coffins of the Swedish kings, queens, and other members of the royal lines that have ruled in Sweden, besides those of many famous warriors and statesmen.

The House of the Knights, the most beautiful building that Stockholm can boast from the 17th century.

The National Museum, embracing a historical department with many objects from the ancient and prehistoric Scandinavian periods, this collection being one of the richest archeological treasures in the world; an art-industries division, and a large picture gallery, with works by Swedish and foreign masters, sculpture, engravings, etc.

The Natural History Museum, with a botanical, three zoological, a zoo-paleontological, a mineralogical, and an ethnographical department.

The Royal Library, containing about 300,000 volumes, 10,000 manuscripts and about 14,000 portfolios of pamphlets etc. In the large exhibition hall there are shown, amongst other things, two of the greatest treasures the Library possesses, i. e., the "Codex aureus", a Latin Gospel on parchment from the 6th century, and the celebrated "Gigas librorum" or devil's Bible.

Stockholm; Riddarholm.

The Nordiska Museum,

Stockholm; Vasa Bridge.

an immense building with the richest and most varied cultural-historical collection in the world, as well as a collection of arms and armour and military trophies.

Skansen, the world-wide celebrated "open-air museum" and park, (from which may be had a grand view of Stockholm), embracing buildings, furniture, household utensils, etc., illustrating the daily life of the Swedish nation in olden times and in the present day. There is also a collection of Scandinavian and Swedish mammals and birds. Nearly every day during the summer national country-dances are performed, the dancers being dressed in picturesque national dresses from different parts af the country.

Stockholm; the Royal Dramatic Theatre.

The Biological Museum, a unique establishment, containing a complete collection of stuffed Scandinavian mammals and birds arranged with an astounding resemblance to nature, both as regards the habitat and the daily life of the animals, etc.

Stockholm; the Royal Opera House.

The Bergian Botanical Gardens, with a Victoria-house, etc.

The Artillery Museum, with trophies, artillery- and small-arms models from the 16th century to the present day.

Other Museums and Collections: The Fisheries Museum, the Geological Museum, the Swedish Textile Exhibition of the Handarbetets Vänner, the Museum of the College of Agricul-

ture, the Musical Museum, the National Archives, the Panopticon, etc.

The Old City, with its narrow streets and ancient houses, many of which possess interesting portals, etc.

Statues: Gustavus Wasa, Gustavus Adolphus II, Charles XII, Gustavus III, and other kings: Carl von Linneus, Berzelius and other celebrated men.

Stockholm; the Strand.

Art Exhibitions. An exhibition of modern Swedish art will be arranged by the Association of Swedish Artists at temporary premises at Karlaplan. The date will be from about May 15 to Aug. 15.

The Society of Swedish Artists will have their 20:th annual exhibition of paintings, sculpture, architecture, etc., embracing works executed after 1890, at the Royal Academy from 20 June —15 Sept.

Stockholm; the Nordiska Museum.

Works of art in public places; there are several pieces of sculpture by prominent artists erected in various public places.

Theatres: The Royal Opera House (painted ceilings, elegant foyer), the Royal Dramatic Theatre (magnificent marble erection with artistic interior paintings; this theatre is one of the most beautiful and costly in Europe), the Oscar Theatre (operettes), the Swedish Theatre, the Intima Theatre, etc.

Stockholm; entrance to Djurgården and Skansen.

Stockholm; view from Skansen.

Parks. Stockholm has many beautiful parks, amongst which we may mention Djurgården, the island on which Skansen is situated and which embraces a large tract forming a natural and most beautiful park which is much frequented. Amongst the other parks may be mentioned Kungsträdgården, with a fine view of the Palace etc., Humlegården etc.

View points: St. Catherine's elevator with a world-wide renowned view of the city, Skansen, The Opera Terrace, the Strand Hôtel Terrace, etc.

Other sights: Amongst these may be mentioned magnificent primary schools, baths with large swimming baths, the Telephone System (unsurpassed in the world, Stockholm having one telephone for every five inhabitants and with telephone subscriptions as low as from 23 sh. per year).

In the Stockholm skerries; Skurusund.

Saltsjöbaden.

For the purpose of seeing the sights of Stockholm, the Nordisk Resebureau at the Opera House arranges daily drives by mail coach, in addition to steam-boat trips.

EXCURSIONS.

The surroundings of Stockholm and the towns in the immediate neighbourhood offer the tourist many opportunities of making pleasant ex-

cursions. Such excursions are arranged every day by the Nordisk Resebureau at the Opera House, by the Steam-Yacht "Saga", etc.

Nynäshamn; the club-house of the Royal Swedish Yachting Club.

The visitor should not omit making a trip round Djurgården either by carriage, motor-car or steam-sloop. A steam-sloop from Bomslupstrappan at Skeppsbron performs this journey several times a day. There are also special tourist-steam-sloops which make the same trip.

Sandhamn.

Excursions can easily be made by means of a combination of tram and steam-sloop to the royal palaces of *Haga* and *Ulriksdal*, both of which have beautiful parks and charming surroundings.

To *Djursholm*, a lovely suburb, electric railway, $^1/_2$ hour.

a) The **Baltic** (in the skerries).

That bay of the Baltic on which Stockholm lies, as well as the sea immediately east of the mainland, is filled with numberless wooded and rocky islands and islets, amongst which lie many waterways for vessels. On these islands there are numerous and beautiful villas. The traveller who does not reach Stockholm by steamboat should not neglect to make a trip, longer or shorter, amongst these skerries, which present a beautiful and lively panorama,

Drottningholm Palace.

Gripsholm Castle.

filled as they are with numerous steamers and sailing-vessels.

Favourite excursions are those to: *Saltsjöbaden*, a fashionable seaside place and cure, with hotel and restaurant; lies on a bay of the Baltic, $^1/_2$ hour by rail from Stockholm (steam-ferry "Saltsjöbaden" from Charles XII Place to Stadsgården railway station); $1^1/_2$ hour by the "Gustafsberg" steamers (pier near Gustaf III's statue) through the celebrated and beautiful straits called Skurusund.

Waxholm, a little town and a lively and much frequented place for excursionists; hotel and restaurant; fortress, 1 hour from Stockholm.

Sandhamn, 3 hours from Stockholm in the outer skerries; hotel; club-house of the Royal Swedish Yachting club.

Kullen, Scania.

Dalarö, $1^1/_2$ hour from Stockholm via Saltsjöbaden; seaside place.

Nynäshamn, seaside place and cure on the Baltic; hotel and restaurant; circa 1 hour by rail from Stockholm. Point of departure for steamers to Visby in Gotland. The yachting races of the Olympic Games will take place here. The Royal Yachting-Club has also a club-house here.

From the Bohuslän skerries.

b) **Mälaren.**

West of Stockholm extends the large Lake Mälar which has about 1,100 islands, and whose shores were inhabited in prehistoric times. Its islands

and waterways present a landscape picture which somewhat resembles that of the Baltic skerries, although the scenery of Lake Mälar is more smiling.

The most popular excursions are those to:

Drottningholm, royal palace, interesting historical paintings and tapestry; beautiful park; 45 minutes by steamer.

From the Gotha Canal.

Gripsholm, $2^1/_2$ hour by rail, 3 hours by steamer from Stockholm. From a historical point of view the most interesting castle in the country, halls and rooms fitted, adorned and furnished in accordance with the styles of art prevalent at various periods; very interesting portrait gallery (circa 1,900 portraits).

Kalmar Castle.

Skokloster, circa 5 hours by steamer from Stockholm; castle belonging to Count Brahe; ancient furniture, magnificent tapestry and collections of armour and objets d'art, the collection of arms alone being estimated as worth £ 220,000.

c) to **Uppsala.**

Uppsala, $1^1/_4$—$1^3/_4$ hour by rail, is the historical centre of the Swedish kingdom and the oldest university town in the country. Sights: The Cathedral with graves of many prominent men and women, the Castle, the University-building and the Library, the latter of which possesses the "Codex argenteus" (Bishop Ulfilas' bible, fourth century), the oldest literary memorial in the German language.

Visby, Gotland.

From Uppsala to C. von Linneus' ancient home at Ham-

From the Bergslagen, Ludvika.

marby (carriage drive), and to the celebrated waterfall of Älfkarleö (1 3/4 hour by Uppsala—Gäfle railway).

TOURS IN SWEDEN.

Stockholm and the V. Olympiad will this summer be the chief thought in the minds af sportsmen and tourists. But the capital of a country is not the country itself and it is quite worth while to become acquainted with both if possible. Tours in Sweden can be very well undertaken not only after, but also before the Games. At midsummer-time the country is attired in its most beautiful dress of light but most intensive colours, both during the day-time and during the wonderful nights of which we have spoken before. We need not here enter into any detailed descriptions, but will merely try to give a brief account of the varying character of the country to those who are unacquainted with Sweden.

The most southern province of Sweden is Scania, a densely populated tract whose well-cultivated and fertile soil yields rich harvests; there are large estates, ancient castles and memorials of the past, fine farms, many towns, and large manufacturing centres in this part of the country. By the side of the fertile plains run high ridges of land with many picturesque spots. The Sound offers a picture of land and water whose equal can hardly be met with elsewhere. Through the narrow straits between Denmark and Sweden with their winding, beautiful coasts, busy towns, and white villas buried in verdure, there pass annually more than 50,000 vessels from every part of the world. Just where the Sound is transformed into the broad waters of the Cattegat, Scania thrusts out a rocky peninsula, "Kullen", washed by the waves which break against the high, cavern. and chine-filled cliffs, while, inland, beechwoods and rich vegetation cover the smiling slopes.

The Älfkarleö Falls, Uppland.

Tourist-resorts; *Falsterbo* (seaside place), *Malmö* (city-hall, museum, park), *Lund* (romanesque cathedral with crypt, University buildings, cultural-historical Museum), *Hälsingborg* (picturesque situation at the narrowest part of the Sound, "Kärnan" — a historical tower —, medicinal spring), *Kullen*, Mölle station, one of the most frequented tourist-places of northern Europe (see above).

* * *

From Dalecarlia.

North of Scania the land changes in character, and the traveller meets extensive forests with numerous lakes and rivers, sterile districts alternating with fertile tracts. Amongst the lakes may be mentioned Vänern and Vättern, the largest lakes of Europe after Ladoga and Onega.

To the east the coast is washed by the Baltic and on the west by the Cattegat. Both coasts are protected by a belt of skerries but these vary in character. That on the east coast is, on the whole, like the one we have described at Stockholm, that on the west coast is smaller in extent; the rocks are naked or but sparsely covered with timber. They give a peculiar but most inspiring impression when the tremendous, salt-foaming waves of the Atlantic come rolling against the outer reefs.

A "Church-boat", Dalecarlia.

Tourist resorts: *Båstad* on the Cattegat (seaside place), *Gothenburg*, the second city in the kingdom (stately public buildings, beautiful parks, large and busy port, museum with representative

Rättvik, Dalecarlia.

collection of Swedish art, etc.), *Trollhättan* (worldwide renowned waterfall), *Marstrand* and *Lysekil* and other seaside places in the Bohuslän skerries, *Jönköping* on lake Vättern (beautiful situation), *Vadstena Castle* and abbey church on lake Vättern, *Kalmar* on the Baltic (with ancient castle and other interesting buldings).

Right across the country from Gothenburg to Stockholm runs the celebrated waterway called the *Gotha Canal*, which is not a canal in the ordinary meaning of the word, but a partly natural and partly artificial waterway uniting lakes Vänern and Vättern and a number of smaller lakes and rivers. There are altogether 74 locks and the comfortable boats pass through districts which are typical, picturesque Swedish landscapes.

To the east of the mainland lie the two islands of *Öland* (with the seaside place and cure called Borgholm close to the immense ruined castle of the same name) and *Gotland* with the town of *Visby* (one of the most interesting old towns in Europe, with well-preserved, many towered city-wall, and many beautiful ruined churches).

* * *

North of lakes Mälaren, Hjälmaren and Vänern, which form a belt across central Sweden, the character of the landscape changes. It is now often of a magnificent character, with immense, forest-covered, purple heights and a multitude of lakes and rivers. In the "Bergslagen", the "Black country" of Sweden, the land is very rich in metals, especially in iron-ore, and there are a great number of mines. As is well known, Swedish iron-ore, both that which is found here and that from Lapland, is of excellent quality and is in great demand abroad.

From Lake Storsjön, Jämtland.

Tourist resorts. First among the provinces to which tourists turn their steps is

Dalecarlia, celebrated both for its beautiful scenery and for its typical Swedish population, which is of almost unmixed descent, and possesses a very high degree of peasant-culture and which has retained, with the greatest piety the habits and the dresses of olden times. The best known tourist resorts are *Leksand* and *Rättvik*, both of them on the shores of the large lake called Siljan. Of special interest to the visitor here is a Sunday at church time, when many of the inhabitants come rowing across the lakes in large "church-boats" and wearing their picturesque national dress.

The Tännforsen Falls, Jämtland.

At *Falun*, the capital of Dalecarlia, there is a celebrated copper-mine, once the richest in the world. In addition, we have in Dalecarlia, Sweden's largest iron-works (*Domnarfvet*) and *Kvarnsveden*, the largest papermills in Europe.

Falun and Rättvik are reached in a few hours by through carriages from Stockholm 1) via Gäfle, passing Uppsala and Älfkarleö (in the vicinity of the celebrated waterfall) or 2) via Ludvika by the Bergslag's line.

Westwards in Värmland, especially in the neighbourhood of the lakes *Fryken*, which are described in the Swedish book "Gösta Berlings Saga" (of which there is an English translation), there are many tracts distinguished by great natural beauty.

* * *

From the point of view of the tourist the northern part of Sweden can be divided into three districts, viz. Jämtland, the valleys of the rivers Indalsälf and Ångermanälf, and Lapland.

The river Ångermanälf, Ångermanland.

Jämtland. This province is one of the most beautiful in Sweden and is much visited by tourists. It is the home of waterfalls, here found amongst the snow-covered mountains or in vast forest-clad valleys.

There are a great number of sanatoria in this province on account of the health of the climate.

Tourist resorts: *Åre*, *Duſed*, (Tännforsen waterfall 90 ft. high and 220 ft. wide), *Storlien* (mountain landscape). Östersund is a suitable centre for excursions on Lake Storsjön and to the mountains of Jämtland.

The land of great rivers. Amongst the large rivers of Northern Sweden, the *Indalsälf*, 190 miles long, and the *Angermanälfven*, 235 miles long, occupy the principle place on account of their beauty and their great accessibility. A steamboat-trip down the rapids of the Indalsälfven is both exciting and interesting. These rivers also give the tourist an opportunity of seeing something of the great timber trade of Sweden, great masses of timber being here floated down to the shipping-ports.

Tourist resorts: *Bispgården—Utanede*, *Sundsvall* (the greatest timber-port in Europe), *Härnösand*, *Sollefteå*.

Lapland, the Land of the Midnight Sun. Lapland is the name of the most northerly province of Sweden: it lies beyond the polar circle and is traversed by the most northerly railway in the world.

Lapland is the land of the midnight sun, as for several weeks about midsummer-time the sun does not sink below the horizon, while, even at the close of July, it does not go down for more than a couple of hours every day.

Lapland is one of the richest mining-districts in the world, whole mountains of iron-ore rising high above the level of the sea.

Lapland is, too, the home of nomadic Laplanders and their herds of reindeer.

Lapland is that part of Sweden where we find eternal snow, mighty glaciers, immense mountain lakes and the highest mountains and the largest waterfalls of the country. Mount *Kebnekaisse* is 7,000 ft. high, *Lake Torneträsk* 126 sq. miles in extent, the Hare's Leap (*Harsprånget*) is 240 ft. high and ranks with Niagara, the *Stora Sjöfallet* waterfall is 130 ft. high, with a perpendicular fall of 2 leaps.

Tourist resorts: *Gällivare*, *Kiruna* and *Abisko*. These places are situated along the line of railway, and form suitable centres for long tourist expeditions.

* * *

What has been said above serves only to give the mere outlines of the varying character of the land of Sweden and of its sights of interest, but it is hoped, however, that it will induce those who are not yet acquainted with the country to take

an early opportunity of becoming so. Travelling is easy by the very comfortable trains and the equally comfortable steamers, while fares are exceedingly low. As an example of the low price of railway-tickets it may be mentioned that, for a distance of 370 miles (Malmö—Stockholm), the second class fare is only 23 sh., while for a distance of 930 miles (Stockholm—Riksgränsen Station in Lapland), the second class fare is not more than 44 sh. Further information can be obtained abroad from every tourist office, and in Sweden from the Svenska Turistföreningen, Stockholm, or at the offices of the Nordisk Resebureau at Stockholm, Gothenburg and Malmö, where railway and steamboat-tickets can also be obtained.

A summer day at Abisko, Lapland.

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TEXT CONTAINED IN THE MAPS.

STADION: The Stadium.

Scale: metres, 1 metre = 1,09 yard; 1 kilometer = 1093 yards, 1 statute mile = 1,609 km.

1. Stockholm and vicinity.

Fotboll: Football. *Jaktskytte:* Sporting shooting ranges. *Träningsplats:* Training Ground. *Idrottsplats:* Athletic Grounds.

2. Lake Mälar and the route for the cycle-race "Mälaren rundt" *("Round Lake Mälar").*

Kontrollstationer: Control stations.

3. Plan of Stockholm.

A. Housing Information Office, 20, Vasagatan (Hotel Terminus).
B. » » » 12, Kungsträdgårdsgatan.
C. » » » 12, Brunkebergstorg.

1. Central Station.
2. Steamboat quays for steamers from Åbo and St. Petersburg.
3. » » » » » Riga.
4. » » » » » Lübeck.
5. » » » » » Copenhagen, Malmö, etc.
6. » » » » » Visby.
7. » » » » » Gothenburg (Gotha Canal).
8. Information Office, 4, Norrmalmstorg.
9. Nordisk Resebureau (Tourist Office, Cooks Agents), Opera House.

4. Djurgården with rowing- and swimming-courses and rifle ranges.

Simbana: Swimming course. *Roddbana:* Rowing course. *Banor för pistol- och gevärsskytte:* Pistol- and rifle ranges.

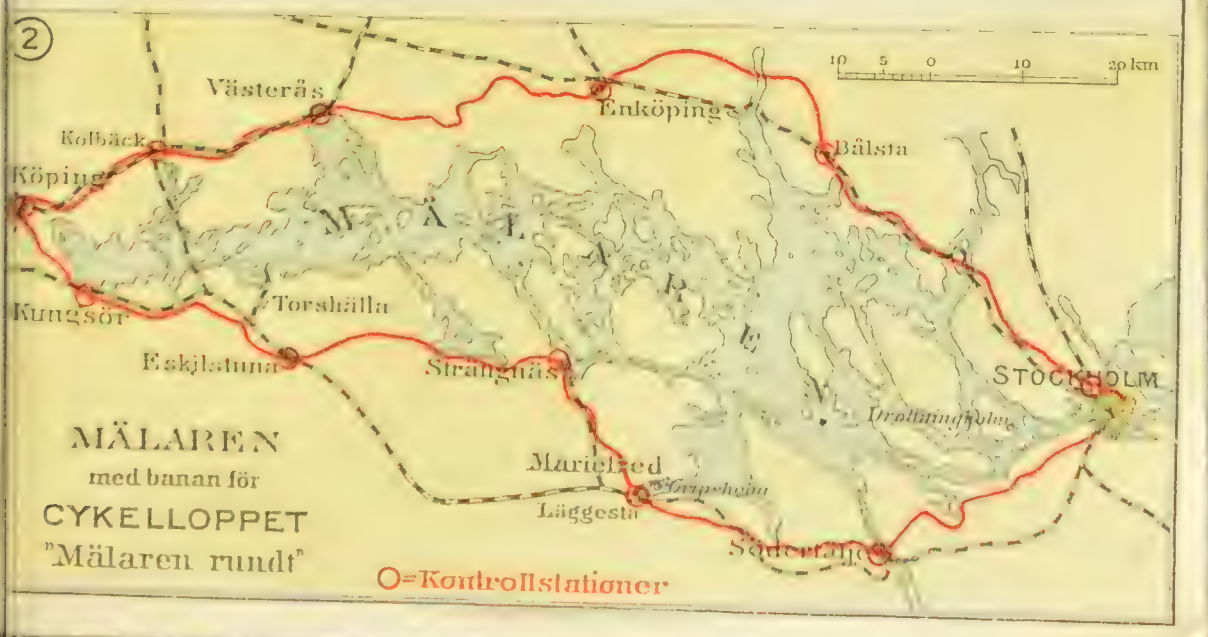
5. Stockholm—Nynäshamn.

Kappseglingsbanan: Yachting race course.

6. Course for Marathon Race.

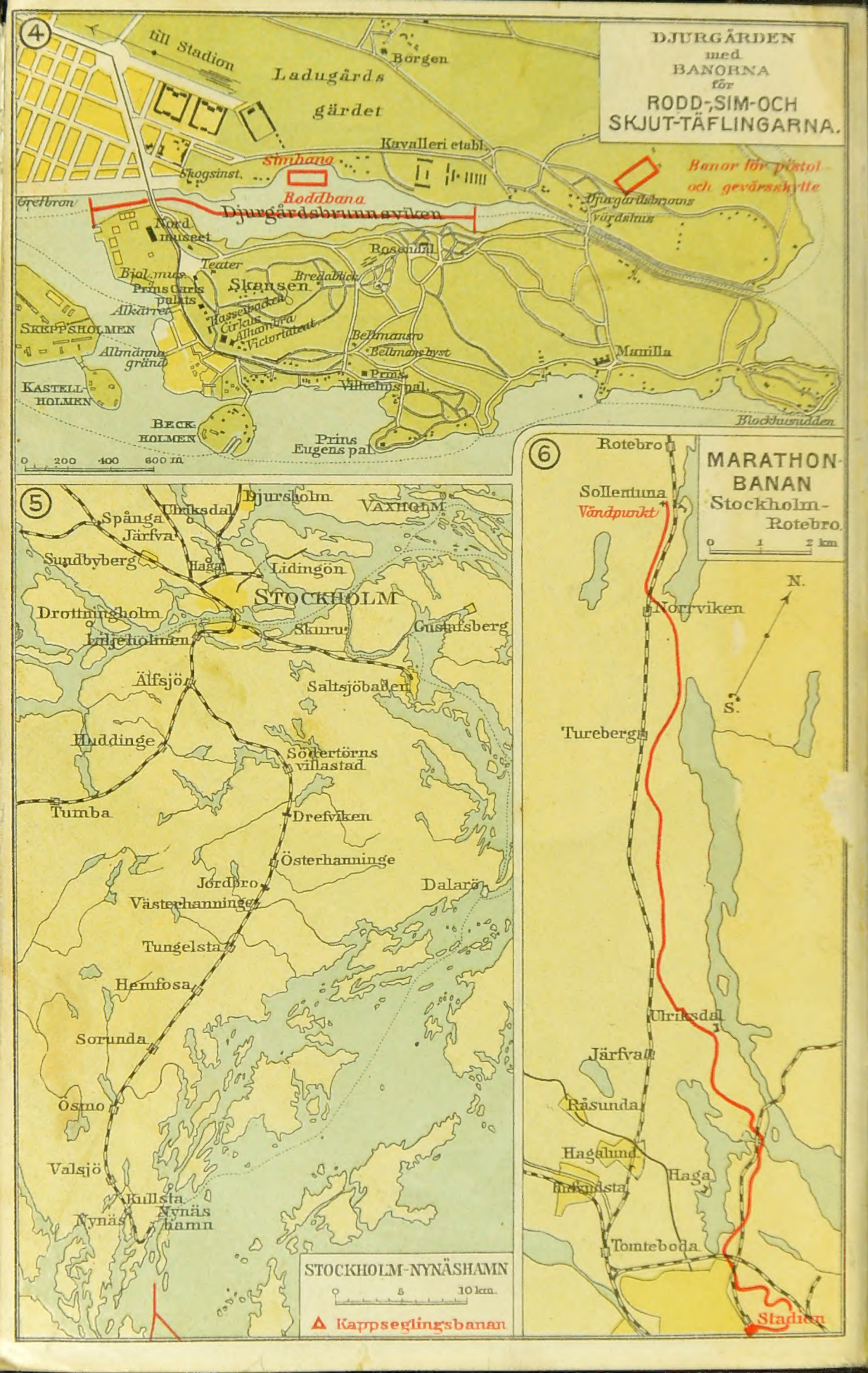
Vändpunkt: Turning point.

1
STOCKHOLM
med
omgifningar
1 0 1 2 km
Danderyd
Danderyd stn
Stora
Värtan
Ösby stn
DJURSHOLM
ULRIKSDAL
Uppsala
Stock-sund
LIDINGÖN
Järfva stn
Islinge
Bergianska trädgården
Lilla
Torsvik
Räsunda
HAGA
SUNDBYBERG
Hagalund
Fiskartorpet
Tennis
Herserud
Tränningsplats
Värtan
Hufvudsta
Solna
Norrtull stn
Tennis
STADION
Tomteboda stn
KARLBERG
Central stn
Djurgården
Liljeholmen
Söltsjöbaden


2
10 5 0 10 20 km
Västerås
Enköping
Kolbäck
Köping
Bålsta
M Ä L A R E N
Kungsör
Torshälla
Eskilstuna
Strängnäs
STOCKHOLM
Drottningholm
MÄLAREN
med banan för
CYKELLOPPET
"Mälaren rundt"
Mariefred
Läggesta
Södertälje
O=Kontrollstationer

3
Klara viken
Klara viken
Sabbatsberg
Sjukhus
Tegners
Tegners lunden
Folkskola
Kungstens gatan
Kungs gatan
Kammakare gatan
Wallin
Norra Bantorget
Lilla teatern
Folkets hus
Barnhus gatan
Tunnel
Apelbergs
Kungs gatan
Master Samuels gatan
Klara bergs gatan
Klara kyrka
Folkskola
Central station
Gasverk
Vinter vagen
Kungs klippan
Kungs gatan
Saluhall
Tullens
Kungs gatan
Eira pl.
Carol Inst
Klara strand
Tegelbacken
Badinrattning
Stromsborg
HELGEANDS HOLMEN
Biksbanken
RIDDAR HOLMEN
Johannes kyrka
Kungs gatan
Smalands
Elektrverk
Svea Sale
Hamnga
Norra Smedje gatan
Norra strand
till Drottningholm
till Essingen m. fl.
till Skokloster, Gripsholm

PLAN ÖFVER STOCKHOLM
A. Inkvarteringsbyrå, Vasagatan 20 (Hotel Terminus)
B. " Kungsträdgårdsgatan 12.
C. " Brunkebergstorg 12.
1. Centralstationen
2. Tilläggspl. f. ångbåtar från Åbo och St Petersburg
3. " " " " Riga
4. " " " " Lübeck
5. " " " " Köpenhamn, Malmö etc.
6. " " " " Visby
7. " " " " Göteborg (Göta kanal)
8. Upplysningsbyrå, Norrmalmstorg 4.
9. Nordisk Resebureau, Operahuset.
0 50 100 200 300 400
Skala: 1:12.000
STADION
Gen. stabens stall
Svea artill. Reg:s Kaser.
Valhalla vägen
Östermalms gatan
Karl XV:s port
Karl vägen
Kommendörs gatan
Linné gatan
Jungfru gatan
Norrbro gatan
Grev Magni gatan
Tjurgårdsgatan
Djursborg
Karlaplanen
Narva vägen
Svea lifgardes kasern
Göta lifgardes kasern
Oskars kyrkan
Fredrikshof
Strand vägen
Nybroviken
Grefbron
till Rosendal, Djurg. brunn
Djurg. bron
Se specialkarta
Skogsinstitut
Nordiska museum
Galér varfvet
Skeppsdocka
Carl XV:s staty
Biolog.
Allm. gränd
Alkärret
Berzelii park
Musik Akad.
N. Blasieh. hamnen
Svenska Teatern
Grand Hotell
Tullhus
S. Blasieh. hamnen
National Museum
Logårdstr.
Gust. III:s staty
Fruntim. Badhus
Karl Johans kyrka
Exercishus
Kasern
SKEPPS HOLMEN
Sjökrigsskolan
Bomslupstr.
Järnvägen
Till Saltsjöbadens
Till Vaxholm
Skeppsholms bron
KASTELLHOLMEN


4
till Stadion
Ladugårds gärdet
Borgen
Kavalleri etabl.
Skogsinst.
Simbana
Roddbana
Djurgårdsbrunnsviken
Grefbron
Nord. museet
Teater
Skansen
Bredablick
Prins Carls palats
Hasselbacken
Cirkus
Alhambra
Victoriateat.
Alkärret
Bjäl. mus.
SKEPPSHOLMEN
Allmänna gränd
KASTELL-HOLMEN
BECK-HOLMEN
Prins Eugens pal.
Bellmansro
Bellmansbyst
Prins Vilhelms pal.
Rosendal
Djurgårdsbrons värdshus
Munilla
Blockhusudden
0 200 400 600 m
DJURGÅRDEN med BANORNA för RODD-, SIM-OCH SKJUT-TÄFLINGARNA.
Banor för pistol- och gevärsskytte
5
Spånga
Ulriksdal
Bjursholm
VÄXHOLM
Järfva
Sundbyberg
Haga
Lidingön
STOCKHOLM
Drottningholm
Liljeholmen
Skuru
Gustafsberg
Älfsjö
Saltsjöbaden
Huddinge
Södertörns villastad
Tumba
Drefviken
Österhanninge
Jordbro
Dalarö
Västerhanninge
Tungelsta
Hemfosa
Sorunda
Ösmo
Valsjö
Kullsta
Nynäs
Nynäs hamn
STOCKHOLM-NYNÄSHAMN
0 5 10 km.
Kappseglingsbanan
6
Rotebro
Sollentuna
Vändpunkt
MARATHON-BANAN Stockholm-Rotebro.
0 1 2 km
N.
Norrviken
S.
Turebergs
Ulriksdal
Järfva
Råsunda
Hagalund
Haga
Tomteboda
Stadion